

RACES!!
M. Gains
 WILL HOLD HER SHOW
 OF
RACE HATS
 MONDAY, Feb. 8th, 1909.
 INSPECTION INVITED.
HOTEL MANSIONS
 3rd Floor.
 (over Messrs Kruse & Co.)

The China Mail.

ESTABLISHED 1845

No. 14,292.

號三二九零百九千一英

HONGKONG, WEDNESDAY, FEBRUARY 3, 1909.

日三十月正年元統宣

PRICE, \$3.00 Per Month.

RACES!!
M. Gains
 WILL HOLD HER SHOW
 OF
RACE HATS
 MONDAY, Feb. 8th, 1909.
 INSPECTION INVITED.
HOTEL MANSIONS
 3rd Floor.
 (over Messrs Kruse & Co.)

Intimations.

THORNE'S
 OLD VAT

\$15
 PER
 CASE



As supplied
 to the
 House of
 Commons.

SCOTCH WHISKY.

SOLE AGENTS IN
 HONG KONG, CHINA & MANILLA.
A. S. WATSON & CO., LTD.
 Hongkong, May 1, 1907.

CORRESPONDENCE.

THE CANTON LEPER APPEAL.

(To the Editor of the "CHINA MAIL.")
 Sir,—I am in receipt of your letter of the 28th of January with the enclosed cheque for the sum of \$150.00, for which you will find separate receipt acknowledgment. I wish it were possible to convey to the donors the thanks of the lepers who will be the recipients of their gifts. We have already distributed rice on four or five occasions during the passing cold days; for each distribution we expend the sum of \$30.00. Thank you very much for the help you have been to them so far and trusting that others will be led to give, believe me,—most sincerely yours,
 H. W. BORD, M.D.
 Canton, China, Feb. 1.

ST. ANDREW'S CHURCH, KOWLOON.

The annual meeting of the church convened in accordance with the Trust Deed was held in the Vestry on Thursday last at 5.30 p.m., the Right Rev. Dr. Lander, the Bishop of Victoria, presiding.

The accounts for the year 1908 as presented by Rev. A. J. Stevens and audited by Sir C. Paul Chater, C.M.G. were unanimously accepted. The receipts totalled \$2,435.10 (principal items being, seat rents \$350.00; offertories \$929.79; donations including Chaplain's fees remitted \$1,919.30) and the expenditure to \$2,389.58, leaving a balance of \$45.72.

The Auditor's honorary service was thankfully referred to by the Chairman, and the thanks of the meeting were accorded to Sir C. Paul Chater for his interest and assistance, the Auditor elected for ensuing year being Mr. E. Hayward.

The retiring Vestry—Engineer-Captain J. Fielder, Messrs G. W. Eves and R. Packham—were re-elected, and Messrs H. T. Richardson, B. L. Frost and T. Hunter elected to Vestry for 1909. The Chairman, after thanking the outgoing Vestry for their past services, requested those elected to use their individual influence with the residents of Kowloon in order that satisfactory arrangements might be made to engage the services of a Chaplain in succession to the Rev. A. J. Stevens to whom, on the motion of the Bishop, the members present expressed their sympathy in the difficulties he has experienced during his Chaplaincy and their cordial wishes for his future welfare.

A vote of thanks was accorded to Miss Leberil for her honorary services as organist since the departure of Miss Rocks.

It is said that over one thousand Chinese formerly engaged in the South African mines, are now working in the mining districts of South Wales.

The report of the Leper House at Tungken, South China, is to hand. It covers the period from October 1907 to the end of September 1908. During the year 55 lepers were received; 38 died; 4 left; 2 returned; the average daily number of inmates was 124; baptisms, 28. The financial situation is slowly improving. The debit balance at the end of September 1908 was \$10,908.13; in 1907 it was \$8,671.62; in 1908, \$6,502.63. The Chinese community of Hongkong last year contributed \$1,758.50, and Canton officials \$1,024.44.

HOW A SOUTH AMERICAN MERCHANT WARD OFF AN ATTACK OF PNEUMONIA.

THERE is always cause for alarm when a severe cold is accompanied by pain in the chest. Mr. H. L. Le Orange, who is manager of a store at Jacksonville, U.S.A., believes Chamberlain's Cough Remedy is better than the prescription of a physician. He says: "I had a boy in my employ who had been suffering from cold and a pain in the chest, and got so bad he had to go to bed. I had the doctor attend him and used several other remedies, but he got no better. I finally tried Chamberlain's Cough Remedy, and he was up and about in a few days. We all got a lot of it in the store, for sale by all druggists and dealers."

Business Notices.

W. S. BAILEY & CO.,
 ENGINEERS AND SHIPBUILDERS

Engines, Boilers, Steam Pumps and Fittings.

KELVIN MOTOR, 7-9 H.P. FOR SALE.

Offices:—Hotel Mansions.

"SOUVENIR"
 CALENDAR, BLOTTER AND NOTE-BOOK

UNIQUE AND USEFUL

EVERY LADY SHOULD HAVE ONE.

Chinese Wishes in Chinese Characters for Chinese New Year.

JUST THE THING TO SEND HOME.

NOTES FOR MONTH. CALLS RECEIVED AND PAID. TELEPHONE NO. IMPORTANT LETTERS ARTICLES LENT. INTERCHANGEABLE BLOTTER.

Sold by BREWER Co., Ltd., KELLY & WALSH, Ltd., and at the CHINA MAIL and the S. C. MORNING POST OFFICES. Price \$2.50. Hongkong, December 12, 1908.

SECOND-HAND TYPEWRITERS

TAKEN IN PART EXCHANGE FOR OLIVERS.

A number of second-hand Typewriters, various makes, in good condition, for sale.

Apply, **ROMBACH & Co.,**
 17A, Queen's Road Central,
 Sole Agents for the 'OLIVER.'

Hongkong, December 12, 1907.

WILKS & JACK, LD.

14, DES VŒUX ROAD CENTRAL

ELECTRIC & GAS RADIATORS.

ANOTHER LARGE STOCK JUST ARRIVED

ELECTRIC GLOW RADIATORS IN POLISHED COPPER.

WELSCH-KERN GAS RADIATORS in all Sizes at Cut Prices. A large Selection of Models to choose from.

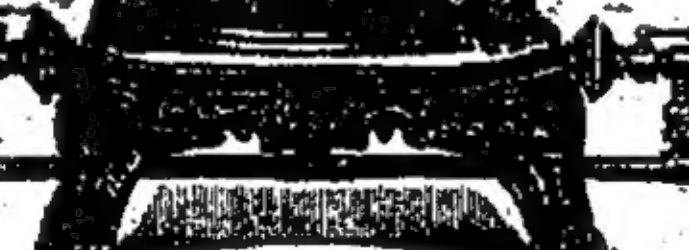
Welsbach-Kern Radiator

Call at

OUR SHOW ROOMS

and see these Radiators giving a healthy, cheerful and cleanly heat.

Electric Radiator.



Electric

and Gas

Fittings

OF

EVERY DESCRIPTION

KEPT IN STOCK.

Hongkong, April 1, 1908.

NIGHT STEAMER TO CANTON.

NEW TWIN SCREW STEAMER.

S.S. SAN CHEUNG

Fitted throughout with Electric Light and Fans supplied in all cabins. (Captain J. McGilver).

LEAVES Hongkong for Canton at 9 P.M. on SUNDAY, TUESDAY & THURSDAY.

Leaves Canton for Hongkong at 5.30 P.M. on MONDAY, WEDNESDAY & FRIDAY.

CHONG ON STEAMBOAT CO., LD.
 No. 35, Des Vœux Road Central.
 Hongkong, November 13, 1908.

AMERICAN DENTISTRY.

PORCELAIN FILLINGS.

ALL the Latest Improvements towards Lasting Workmanship and Painless Operations. No Charge for Examination. Fees Moderate. DENTON, TOKIO.

DR. T. YAMASAKI,
 34, Queen's Road Central
 (Opposite Post Office)
 Hongkong, November 13, 1908.

KOWLOON HOTEL.

PROPOSED BOWLING MATCH.

A SILVER CUP VALUE \$50 WILL BE COMPETED FOR UPON THE HOTEL BOWLING ALLEYS, on the 17th, 18th, 19th and 20th of February. The Entrance Fee will be 50 cents and Twenty Entries are required; the contestants to consist of 10 Gentlemen and 5 Bowlers each from the Naval and Military Services. For further particulars apply to the MANAGER.

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

BELL'S ASBESTOS

THE MOST RELIABLE PACKING FOR MARINE ENGINES. BELL'S ASBESTOS CO., LD., LONDON. LARGE STOCK OF PACKINGS, JOINTINGS, &c., ALWAYS IN HAND. OFFICE:—1, QUEEN'S BUILDINGS. 'TELEGRAMS' ASBESTOS, HONGKONG. TELEPHONE No. 501.

LANE, CRAWFORD & CO.

Telephone 97.

LADIES' DEPARTMENT STOCKTAKING SALE

COMMENCING MONDAY, FEBRUARY 8th,

GREAT REDUCTIONS

IN BLOUSES, UNDERSKIRTS, COSTUMES, HATS, etc.

LANE, CRAWFORD & CO.

MEE CHEUNG & CO., PHOTOGRAPHERS.

SPLENDID PICTURES

of the AMERICAN FLEET AT AMOY. STUDIO—102, HOUSE STREET. STORE—BRADFORD ARCADE.

THE HONGKONG HOTEL.

UNEQUALLED FOR COMFORT AND COINING; THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY. MODERATE TERMS AND NO EXTRAS. A. F. DAVIES, Manager.

PEAK HOTEL

ADMIRABLY SITUATED AT VICTORIA GAP. Adjoining the Tramway Terminus, 1,400 feet above Sea Level. OPEN to the South Winds in Summer and protected from the North-east Winds in Winter. Commanding a fine, pleasant view of Hongkong, the Harbour and adjacent islands for forty miles. A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL. Terms—From \$5 per day. Telegraphic Add: 'Peaceful.' Town Office: 4, DES VŒUX ROAD. Hongkong, February 8, 1908.

ASTOR HOUSE HOTEL

(LATE CONNAUGHT HOTEL).

QUEEN'S ROAD CENTRAL

CENTRALLY situated, up-to-date Hotel. Recently renovated and under entirely New Management. Large and Comfortable Rooms. Excellent Cuisine, under the supervision of an experienced French Chef.

PARTICULARS AND RATES on application to MANAGER. L. GAMEAU, Proprietor. N. BLUMENTHAL, Manager. Hongkong, October 3, 1908.

ORIENTAL HOTEL

No. 2, Queen's Road Central.

Telephone No. 197.

Mrs. M. MATTHEW, Proprietress.

A THOROUGHLY FIRST-CLASS AND UP-TO-DATE HOTEL. COINING under European Supervision. Gdls at short notice. Private Bar and Billiard Rooms. Monthly Rates for Room and Dinner. Telephone Address: 'CONVOY' HONGKONG. M. MATTHEW, Proprietress. Hongkong, September 24, 1907.

HOTEL BALTIMORE

No. 3, WYNDHAM STREET (at Flower Street, opposite the Post Office).

(UNDER NEW MANAGEMENT).

A First-Class Comfortable, Private, Family Boarding Residence and Tourist Hotel. Lively and Airy Rooms. Good Cuisine. Centrally situated, easy reach of business parts of the town. Home Comforts. Terms Moderate. Apply to MANAGERESS, Mrs. E. ROGERS, 'HOTEL BALTIMORE' or Mrs. WHITE, 'SETLAND HOUSE' Proprietress. Hongkong, August 25, 1908.

KOWLOON HOTEL.

PROPOSED BOWLING MATCH.

A SILVER CUP VALUE \$50 WILL BE COMPETED FOR UPON THE HOTEL BOWLING ALLEYS, on the 17th, 18th, 19th and 20th of February. The Entrance Fee will be 50 cents and Twenty Entries are required; the contestants to consist of 10 Gentlemen and 5 Bowlers each from the Naval and Military Services. For further particulars apply to the MANAGER.

Business Notices.

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

In Casks of 375 lbs. net, \$5.50 per Cask, ex Factory

In Bags of 250 lbs. net, \$3.45 per Bag, ex Factory.

Shewan, Tomes & Co.,
 GENERAL MANAGERS.

FAIRALL & CO.

Are Showing a Further Consignment of

New Millinery,

etc., etc.

Ex S.S. 'NORE'

Suitable for the Race Season.

7 & 9, PEDDER STREET. TELEPHONE 544

RACES.

Paris-made nice Artistic Sterling Silver Race Cups. Single and double handed Race Watches. Military, Marine and Race Binocular Glasses.

Nice Selection of Diamond Jewellery.

J. ULLMANN & CO.

34, Queen's Road Central, Opposite General Post Office.

Hongkong, January 22, 1908.

Cruikshank's Cough Remedy

A Valuable Remedy for Influenza, Colds, Bronchitis, Asthma, and all diseases of the Chest and Lungs—Price \$1.00 per Bottle.

Aniseed and Licorice Cough Balm

For the Relief of Coughs, Colds, Hoarseness and Soreness of the Chest—50 cts. and \$1.00.

Martin's Mixture

A specific for Influenza, Hay Fever, Cold in the Head—Price \$1.

VICTORIA DISPENSARY.

REMINGTON

TYPEWRITERS

WITH ALL REQUISITES

SIEMSEN & CO.,

SOLE AGENTS.

Hongkong, March 2, 1908

BREWER & Co., Limited,

PEDDER STREET—ADJOINING MAIN ENTRANCE HONGKONG HOTEL.

TELEPHONE No. 698.

COLONIAL NOVELS

By Faith Alone, by Rene Babin. The House in the Water, by Chas. G. D. Roberts. The Moth and the Flame, by Alice Maud Meadows. Purple Love, by Morice Gerard. A Set of Six, by Joseph Conrad. We of the Never Never, by Mrs. Anne Gamble. The Diva's Baby, by F. Marion Crawford. The Rivermen, by Stewart Edward White. The Great Miss Driver, by Anthony Hope. The Iron Fleet, by Jack London. Lewis Rans, by Percy Johnson. The Lost Viol, by M. P. Shiel. The Atlas States, by G. B. Lancaster. The Ancient Law, by Elen Glasgow. Interplay, by Beatrice Klossner. Round the Fire Stove, by A. Conan Doyle.

Queen Alexandra's Gift Book ... \$3.25
 Letters of Queen Victoria ... 5.25
 Parisians Out of Doors, by F. Pyralis Smith ... 4.50
 Smiling Round the World, by Marshall P. Wilder ... 4.50
 How Paris Amused Itself, by F. F. Berkeley Smith ... 4.50
 In London Town, by Do. ... 4.50
 The Real Latin Quarter, by Do. ... 3.50
 Humorous Hints, by Grenville Kleiser ... 3.00

CHAMPAGNES. SHERRIES. MARGALAS. MADEIRAS. PORTS. OLARETS. BURGUNDIES. ROCKS AND MORSELS. BRANDIES. GINS. WHISKIES. VERMOUTES. BITTERS. LIQUEURS. ALES, BEERS & STOUTS.

Caldbeck, Macgregor & Co.,

Wine and Spirit Merchants.

15, QUEEN'S ROAD CENTRAL.

Hongkong, 15th December, 1908.

POWELL'S

CASH . . . SALE

NOW PROCEEDING.

HARMSTON'S GRAND CIRCUS

AGAIN TO-NIGHT
OUR NEW PROGRAMME.
COME AND SEE
THE TIGERS RIDING TRIPOLES
AND EATING SUPPER,
AND
OUR ALL STAR COMPANY
in one of the
FINEST PROGRAMMES EVER PRESENTED
TO THE HONGKONG PUBLIC.

MATINEE (SATURDAY, February 6th,
MATINEE at 3.30 p.m.
Doors open at 2.30 p.m.
Performance at 3.30 p.m. sharp.
Children Half-price at Matinees only.

ANOTHER SENSATION.
On Thursday Night, Mr. WILKINSON
SCHULTZ will loop the open loop for the
first time in Hongkong.

N.B.—A Special Service of Cars will run
between the Post Office and the Circus
before and after the performance.

Booking at ROBINSON PIANO Co., Ltd.
COL. R. LOVE, Manager.
Hongkong, January 11, 1909. 62

BOXING!

CITY HALL,
SATURDAY, 6th February, 1909.

MAIN EVENT:
15 Rounds.
MACFADDEN, v. SAN WILLIAMS,
H.M.S. King Alfred, H.M.S. Flora.
Boxing and Piano now open at ROBINSON PIANO Co. Ltd.
Hongkong, January 28, 1909. 138

VICTORIA CINEMATOPH.

EVERY SATURDAY,
GRAND MATINEE, 4 p.m.

Songs by Miss MONTEZ and
Miss LAURA DIAMOND

TWO PERFORMANCES NIGHTLY
7.15 to 9 p.m. and 9.15 to 11.15 p.m.

Tickets can also be obtained at the
ROBINSON PIANO CO.

Don't Forget the Address:
DES VOUX ROAD
(ROTTERDAM STREET CORNER),
Hongkong, December 28, 1907. 1746

ALEXANDRA CINEMATOPH.

No. 2, ZEILAND STREET—
CORNER OF BOSSAIN-ALL'S—NEAR CLOCK
TOWER.

The Coolest and most Central Hall.

TO-NIGHT AND EVERY EVENING.

ENTIRE CHANGE OF PROGRAMME
EVERY MONDAY & THURSDAY.

These Films have never been shown in
Hongkong by any other Cinematograph.

Hours: 9 to 11 p.m.
Admission \$1.20, 80 cts. and 50 cts.
Hongkong, January 28, 1909. 119

WEST RIVER TRIPS FROM
HONGKONG.
Round Trip 4 Days.
Comfortable Steamers—Delightful Climate.
THE most interesting and picturesque
scenery in South China.
For further information, apply to
MUTTERFIELD & SWIRE
Agents, West River Steamer S.S. Co.
Hongkong, December 28, 1907. 170

To Keep in Touch
With Home.BUY A
VICTOR TALKING
MACHINE.

A STOCK OF OVER
200 MACHINES
AND
10,000 RECORDS
TO SELECT FROM.
EASY PAYMENTS
CAN BE ARRANGED.

S. MOUTRIE & CO., LD.
YORK BUILDINGS, CHATER ROAD.
Hongkong, April 16, 1907.



A. S. WATSON
& Co., Ltd.

ESTABLISHED A.D. 1811.

WINE & SPIRIT MERCHANTS.

BRANDY:

A SUPERIOR PALE	Per Case \$19.00
B SUPERIOR OLD COGNAC	23.00
WATSON'S *** COGNAC	23.00
C SUPERIOR OLD LIQUEUR	29.00
COGNAC	
D VERY FINE OLD PALE LI-	35.00
QUEUR COGNAC	
E FINEST OLD BROWN	41.00
BRANDY	

SHERRY:

LIGHT DRY	Per Case \$12.00
B VINO DE PASTO	13.00
CC OLOROSO	17.00
D SUPERIOR PALE DRY	19.50
E FINEST PALE DRY, NUTTY	25.00

PORT:

B <<< RED SEAL CAPSULE	Per Case \$15.00
C SUPERIOR LIGHT INVALID,	18.00
GREEN SEAL CAPSULE	
D <<<< VIOLET SEAL	25.00
CAPSULE	
E VERY FINE OLD TAWNY,	24.00
WHITE SEAL CAPSULE	

NOTE.—Port, after removal, should be
rested for a Month before use.

Wine required for IMMEDIATE use
should be ordered to be decanted before
being sent out.

These Wines are specially recom-
mended, being of superior vintage, old,
and thoroughly matured, and in fine
condition.

SINGLE BOTTLES
at Proportionate Prices.

A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS AND
KOWLOON DEPARTMENT.

THE CITY OF PARIS,
2, FEDDER STREET.

PHONE No. 556.

Ready made Day and Even-
ing Gowns, Paris Models
in Hats and Toques,
Laces, Trimmings, Under-
clothing, Boots and Shoes,
Hosiery and Gloves, etc.,
etc.

MEMOS FOR TO-MORROW.

Amusements.
9 p.m.—Harcourt's Grand Circus at
Causeway Bay.

General Memoranda.

FRIDAY, February 5:—
2.30 p.m.—Auction of Japanese Bioness,
etc., at Mr. Geo. P. Lamont's Sales
Room.
Goods per Prince Regent Laid out under-
livered after this date subject to rent.

SATURDAY, February 6:—
11.30 a.m.—Meeting of The China Pro-
vident Loan & Mortgage Co., Ltd., at
Co.'s Office.
Goods per Prince Regent Laid out under-
livered after this date subject to rent.

MONDAY, February 8:—
Transfer Books of Hongkong & Whampoa
Dock Co., Ltd., close from this date to
22nd Feb. inclusive.
Goods per Prince Regent Laid out under-
livered after this date subject to rent and
landing charges.

TUESDAY, February 9:—
Noon—Meeting of Kowloon Land and
Building Co., Ltd., at Co.'s Office.

FRIDAY, February 19:—
9 p.m.—Performance by Hongkong
Amateur Dramatic Club in City Hall.

MONDAY, February 22:—
Noon—Meeting of Hongkong & Whampoa
Dock Co., Ltd., at Co.'s Office.

NOTICE.

Communications relating to news should be
addressed to THE EDITOR.

Letters relating to business should be address-
ed to THE MANAGER.

Correspondents must forward their names
and addresses with any communications ad-
dressed to the Editor, not for publication but
as evidence of good faith.

All letters for publication should be written
on one side of the paper only.

No anonymously signed communications that
have already appeared in other papers will be
inserted.

Orders for extra copies of the "China Mail"
should be sent before 11 a.m. on the day after
publication. After that hour the supply is
limited. Cash 10 cts., Credit 20 cts., per
copy.

Alterations and additions to Advertisements
on Pages 1, 2, 3, 4 and 5, should be sent to the
Office, No. 6, Wyndham Street, not later than 11
a.m. New Advertisements should be sent in
before 5 p.m.

Advertisements and Subscriptions which are
not ordered for a fixed period will be continued
until countermanded.

Telegraphic Address: Mail, Hongkong.
Telephone No. 22.

The China Mail.

HONGKONG, WEDNESDAY, FEBRUARY 3, 1909.

MENDELSSOHN'S CENTENARY.

On February 3, 1809—just one
hundred years ago—FELIX MENDELSSOHN-
BARTHOLDY saw the light in the house of
a wealthy Jewish citizen of Hamburg.

Three years later the family removed to
Berlin and five years after this, when
Felix had reached the mature age of
eight years, he made his first public
appearance upon the platform by
playing DUBOIS's Military Concerto.

Thus early had he discovered the bent
of his genius and although his parents
were at first averse to his taking up a
musical career, they finally acquiesced,
and the world is all the richer for their
wise decision. MENDELSSOHN's career,
even such an adverse critic as Mr. R. A.
STREATHED is forced to acknowledge,
was one prolonged blaze of triumph
from start to finish, in violent contrast
to his contemporary SCHUMANN. "From
his successes as a childish prodigy to
the production of 'Elijah' he scarcely
knew what the word failure meant."

Fortune smiled on him from the first;
ample means opened every avenue to
notoriety, an admirable education and
his own good taste gave him the general
cultivation often denied by adverse
circumstances to musicians. His person-
al charm won him friends in all ranks
of society; his brilliant feats of virtuosity
enriched the public's taste in the
sunshine of royal favour. On the
whole, however, he was more appreciated

by the English than by the German
critics and his fame is higher to-day in
England than it is in his native
land. He first visited England in
1829 and subsequently made a
tour of the British Isles. It was
not long before he was undertaking
work for some of the greater festivals
and helping in the musical life of
London, but at the height of his fame
he fell on death.

MENDELSSOHN's genius was undoubted-
ly objective. His sensitive nature
responded freely to external influence,
and he was happiest when definitely
inspired by pictorial impression. Such
compositions as the "Hebrides" over-
ture, or the "Midsummer Night's
Dream" overture, which are to a great
extent pictures of scenery or recollec-
tions of travel, are among his best
works. To him we clearly owe the
origin of the Concert Overture, a form
of composition which, as we have already
hinted, consists of a complete tone-
picture; while he also introduced into
the musical world the form of composi-
tion known as "Songs without words,"
though some critics contend that in this
he was forestalled by FIELD, whose
Nocturnes exhibit the same light art
form. In regard to his oratorios, MEN-
DELSSOHN took his pattern from BACH and
HANDEL, and though he does not reach the
standard of lofty sentiment and grand
expression employed by his models, he
introduces several new and independent
features which will ensure the position of
"St Paul" and "Elijah" amongst the
classics. He modernized the style of
the two old giants by removing the long
introductory phrases and ritornelli,
which, especially in the arias, served
but to forestall and repeat the singer's
theme; he omits their tedious sequences
and endless roulades, and reduces the
excessive breadth of the text. In many
ways he was the rescuer of BACH and
the present day earnest study of this
great maestro's work is largely due to
him. MENDELSSOHN, who was married in
1837, was one of the shortest lived of the
wonderful band of men who were born
in 1809, a band which included such
giants as CHADWICK, LINCOLN, CHOPIN,
DAWSON, POE, etc., for he succumbed on
November 4, 1847, not having complet-
ed his thirty-eighth year. His legacy
to the world is very precious and leads
one to speculate what he might have
achieved had the span of his years
been lengthened.

MENDELSSOHN's genius was undoubted-
ly objective. His sensitive nature
responded freely to external influence,
and he was happiest when definitely
inspired by pictorial impression. Such
compositions as the "Hebrides" over-
ture, or the "Midsummer Night's
Dream" overture, which are to a great
extent pictures of scenery or recollec-
tions of travel, are among his best
works. To him we clearly owe the
origin of the Concert Overture, a form
of composition which, as we have already
hinted, consists of a complete tone-
picture; while he also introduced into
the musical world the form of composi-
tion known as "Songs without words,"
though some critics contend that in this
he was forestalled by FIELD, whose
Nocturnes exhibit the same light art
form. In regard to his oratorios, MEN-
DELSSOHN took his pattern from BACH and
HANDEL, and though he does not reach the
standard of lofty sentiment and grand
expression employed by his models, he
introduces several new and independent
features which will ensure the position of
"St Paul" and "Elijah" amongst the
classics. He modernized the style of
the two old giants by removing the long
introductory phrases and ritornelli,
which, especially in the arias, served
but to forestall and repeat the singer's
theme; he omits their tedious sequences
and endless roulades, and reduces the
excessive breadth of the text. In many
ways he was the rescuer of BACH and
the present day earnest study of this
great maestro's work is largely due to
him. MENDELSSOHN, who was married in
1837, was one of the shortest lived of the
wonderful band of men who were born
in 1809, a band which included such
giants as CHADWICK, LINCOLN, CHOPIN,
DAWSON, POE, etc., for he succumbed on
November 4, 1847, not having complet-
ed his thirty-eighth year. His legacy
to the world is very precious and leads
one to speculate what he might have
achieved had the span of his years
been lengthened.

MENDELSSOHN's genius was undoubted-
ly objective. His sensitive nature
responded freely to external influence,
and he was happiest when definitely
inspired by pictorial impression. Such
compositions as the "Hebrides" over-
ture, or the "Midsummer Night's
Dream" overture, which are to a great
extent pictures of scenery or recollec-
tions of travel, are among his best
works. To him we clearly owe the
origin of the Concert Overture, a form
of composition which, as we have already
hinted, consists of a complete tone-
picture; while he also introduced into
the musical world the form of composi-
tion known as "Songs without words,"
though some critics contend that in this
he was forestalled by FIELD, whose
Nocturnes exhibit the same light art
form. In regard to his oratorios, MEN-
DELSSOHN took his pattern from BACH and
HANDEL, and though he does not reach the
standard of lofty sentiment and grand
expression employed by his models, he
introduces several new and independent
features which will ensure the position of
"St Paul" and "Elijah" amongst the
classics. He modernized the style of
the two old giants by removing the long
introductory phrases and ritornelli,
which, especially in the arias, served
but to forestall and repeat the singer's
theme; he omits their tedious sequences
and endless roulades, and reduces the
excessive breadth of the text. In many
ways he was the rescuer of BACH and
the present day earnest study of this
great maestro's work is largely due to
him. MENDELSSOHN, who was married in
1837, was one of the shortest lived of the
wonderful band of men who were born
in 1809, a band which included such
giants as CHADWICK, LINCOLN, CHOPIN,
DAWSON, POE, etc., for he succumbed on
November 4, 1847, not having complet-
ed his thirty-eighth year. His legacy
to the world is very precious and leads
one to speculate what he might have
achieved had the span of his years
been lengthened.

MENDELSSOHN's genius was undoubted-
ly objective. His sensitive nature
responded freely to external influence,
and he was happiest when definitely
inspired by pictorial impression. Such
compositions as the "Hebrides" over-
ture, or the "Midsummer Night's
Dream" overture, which are to a great
extent pictures of scenery or recollec-
tions of travel, are among his best
works. To him we clearly owe the
origin of the Concert Overture, a form
of composition which, as we have already
hinted, consists of a complete tone-
picture; while he also introduced into
the musical world the form of composi-
tion known as "Songs without words,"
though some critics contend that in this
he was forestalled by FIELD, whose
Nocturnes exhibit the same light art
form. In regard to his oratorios, MEN-
DELSSOHN took his pattern from BACH and
HANDEL, and though he does not reach the
standard of lofty sentiment and grand
expression employed by his models, he
introduces several new and independent
features which will ensure the position of
"St Paul" and "Elijah" amongst the
classics. He modernized the style of
the two old giants by removing the long
introductory phrases and ritornelli,
which, especially in the arias, served
but to forestall and repeat the singer's
theme; he omits their tedious sequences
and endless roulades, and reduces the
excessive breadth of the text. In many
ways he was the rescuer of BACH and
the present day earnest study of this
great maestro's work is largely due to
him. MENDELSSOHN, who was married in
1837, was one of the shortest lived of the
wonderful band of men who were born
in 1809, a band which included such
giants as CHADWICK, LINCOLN, CHOPIN,
DAWSON, POE, etc., for he succumbed on
November 4, 1847, not having complet-
ed his thirty-eighth year. His legacy
to the world is very precious and leads
one to speculate what he might have
achieved had the span of his years
been lengthened.

MENDELSSOHN's genius was undoubted-
ly objective. His sensitive nature
responded freely to external influence,
and he was happiest when definitely
inspired by pictorial impression. Such
compositions as the "Hebrides" over-
ture, or the "Midsummer Night's
Dream" overture, which are to a great
extent pictures of scenery or recollec-
tions of travel, are among his best
works. To him we clearly owe the
origin of the Concert Overture, a form
of composition which, as we have already
hinted, consists of a complete tone-
picture; while he also introduced into
the musical world the form of composi-
tion known as "Songs without words,"
though some critics contend that in this
he was forestalled by FIELD, whose
Nocturnes exhibit the same light art
form. In regard to his oratorios, MEN-
DELSSOHN took his pattern from BACH and
HANDEL, and though he does not reach the
standard of lofty sentiment and grand
expression employed by his models, he
introduces several new and independent
features which will ensure the position of
"St Paul" and "Elijah" amongst the
classics. He modernized the style of
the two old giants by removing the long
introductory phrases and ritornelli,
which, especially in the arias, served
but to forestall and repeat the singer's
theme; he omits their tedious sequences
and endless roulades, and reduces the
excessive breadth of the text. In many
ways he was the rescuer of BACH and
the present day earnest study of this
great maestro's work is largely due to
him. MENDELSSOHN, who was married in
1837, was one of the shortest lived of the
wonderful band of men who were born
in 1809, a band which included such
giants as CHADWICK, LINCOLN, CHOPIN,
DAWSON, POE, etc., for he succumbed on
November 4, 1847, not having complet-
ed his thirty-eighth year. His legacy
to the world is very precious and leads
one to speculate what he might have
achieved had the span of his years
been lengthened.

MENDELSSOHN's genius was undoubted-
ly objective. His sensitive nature
responded freely to external influence,
and he was happiest when definitely
inspired by pictorial impression. Such
compositions as the "Hebrides" over-
ture, or the "Midsummer Night's
Dream" overture, which are to a great
extent pictures of scenery or recollec-
tions of travel, are among his best
works. To him we clearly owe the
origin of the Concert Overture, a form
of composition which, as we have already
hinted, consists of a complete tone-
picture; while he also introduced into
the musical world the form of composi-
tion known as "Songs without words,"
though some critics contend that in this
he was forestalled by FIELD, whose
Nocturnes exhibit the same light art
form. In regard to his oratorios, MEN-
DELSSOHN took his pattern from BACH and
HANDEL, and though he does not reach the
standard of lofty sentiment and grand
expression employed by his models, he
introduces several new and independent
features which will ensure the position of
"St Paul" and "Elijah" amongst the
classics. He modernized the style of
the two old giants by removing the long
introductory phrases and ritornelli,
which, especially in the arias, served
but to forestall and repeat the singer's
theme; he omits their tedious sequences
and endless roulades, and reduces the
excessive breadth of the text. In many
ways he was the rescuer of BACH and
the present day earnest study of this
great maestro's work is largely due to
him. MENDELSSOHN, who was married in
1837, was one of the shortest lived of the
wonderful band of men who were born
in 1809, a band which included such
giants as CHADWICK, LINCOLN, CHOPIN,
DAWSON, POE, etc., for he succumbed on
November 4, 1847, not having complet-
ed his thirty-eighth year. His legacy
to the world is very precious and leads
one to speculate what he might have
achieved had the span of his years
been lengthened.

MENDELSSOHN's genius was undoubted-
ly objective. His sensitive nature
responded freely to external influence,
and he was happiest when definitely
inspired by pictorial impression. Such
compositions as the "Hebrides" over-
ture, or the "Midsummer Night's
Dream" overture, which are to a great
extent pictures of scenery or recollec-
tions of travel, are among his best
works. To him we clearly owe the
origin of the Concert Overture, a form
of composition which, as we have already
hinted, consists of a complete tone-
picture; while he also introduced into
the musical world the form of composi-
tion known as "Songs without words,"
though some critics contend that in this
he was forestalled by FIELD, whose
Nocturnes exhibit the same light art
form. In regard to his oratorios, MEN-
DELSSOHN took his pattern from BACH and
HANDEL, and though he does not reach the
standard of lofty sentiment and grand
expression employed by his models, he
introduces several new and independent
features which will ensure the position of
"St Paul" and "Elijah" amongst the
classics. He modernized the style of
the two old giants by removing the long
introductory phrases and ritornelli,
which, especially in the arias, served
but to forestall and repeat the singer's
theme; he omits their tedious sequences
and endless roulades, and reduces the
excessive breadth of the text. In many
ways he was the rescuer of BACH and
the present day earnest study of this
great maestro's work is largely due to
him. MENDELSSOHN, who was married in
1837, was one of the shortest lived of the
wonderful band of men who were born
in 1809, a band which included such
giants as CHADWICK, LINCOLN, CHOPIN,
DAWSON, POE, etc., for he succumbed on
November 4, 1847, not having complet-
ed his thirty-eighth year. His legacy
to the world is very precious and leads
one to speculate what he might have
achieved had the span of his years
been lengthened.

MENDELSSOHN's genius was undoubted-
ly objective. His sensitive nature
responded freely to external influence,
and he was happiest when definitely
inspired by pictorial impression. Such
compositions as the "Hebrides" over-
ture, or the "Midsummer Night's
Dream" overture, which are to a great
extent pictures of scenery or recollec-
tions of travel, are among his best
works. To him we clearly owe the
origin of the Concert Overture, a form
of composition which, as we have already
hinted, consists of a complete tone-
picture; while he also introduced into
the musical world the form of composi-
tion known as "Songs without words,"
though some critics contend that in this
he was forestalled by FIELD, whose
Nocturnes exhibit the same light art
form. In regard to his oratorios, MEN-
DELSSOHN took his pattern from BACH and
HANDEL, and though he does not reach the
standard of lofty sentiment and grand
expression employed by his models, he
introduces several new and independent
features which will ensure the position of
"St Paul" and "Elijah" amongst the
classics. He modernized the style of
the two old giants by removing the long
introductory phrases and ritornelli,
which, especially in the arias, served
but to forestall and repeat the singer's
theme; he omits their tedious sequences
and endless roulades, and reduces the
excessive breadth of the text. In many
ways he was the rescuer of BACH and
the present day earnest study of this
great maestro's work is largely due to
him. MENDELSSOHN, who was married in
1837, was one of the shortest lived of the
wonderful band of men who were born
in 1809, a band which included such
giants as CHADWICK, LINCOLN, CHOPIN,
DAWSON, POE, etc., for he succumbed on
November 4, 1847, not having complet-
ed his thirty-eighth year. His legacy
to the world is very precious and leads
one to speculate what he might have
achieved had the span of his years
been lengthened.

MENDELSSOHN's genius was undoubted-
ly objective. His sensitive nature
responded freely to external influence,
and he was happiest when definitely
inspired by pictorial impression. Such
compositions as the "Hebrides" over-
ture, or the "Midsummer Night's
Dream" overture, which are to a great
extent pictures of scenery or recollec-
tions of travel, are among his best
works. To him we clearly owe the
origin of the Concert Overture, a form
of composition which, as we have already
hinted, consists of a complete tone-
picture; while he also introduced into
the musical world the form of composi-
tion known as "Songs without words,"
though some critics contend that in this
he was forestalled by FIELD, whose
Nocturnes exhibit the same light art
form. In regard to his oratorios, MEN-
DELSSOHN took his pattern from BACH and
HANDEL, and though he does not reach the
standard of lofty sentiment and grand
expression employed by his models, he
introduces several new and independent
features which will ensure the position of
"St Paul" and "Elijah" amongst the
classics. He modernized the style of
the two old giants by removing the long
introductory phrases and ritornelli,
which, especially in the arias, served
but to forestall and repeat the singer's
theme; he omits their tedious sequences
and endless roulades, and reduces the
excessive breadth of the text. In many
ways he was the rescuer of BACH and
the present day earnest study of this
great maestro's work is largely due to
him. MENDELSSOHN, who was married in
1837, was one of the shortest lived of the
wonderful band of men who were born
in 1809, a band which included such
giants as CHADWICK, LINCOLN, CHOPIN,
DAWSON, POE, etc., for he succumbed on
November 4, 1847, not having complet-
ed his thirty-eighth year. His legacy
to the world is very precious and leads
one to speculate what he might have
achieved had the span of his years
been lengthened.

MENDELSSOHN's genius was undoubted-
ly objective. His sensitive nature
responded freely to external influence,
and he was happiest when definitely
inspired by pictorial impression. Such
compositions as the "Hebrides" over-
ture, or the "Midsummer Night's
Dream" overture, which are to a great
extent pictures of scenery or recollec-
tions of travel, are among his best
works. To him we clearly owe the
origin of the Concert Overture, a form
of composition which, as we have already
hinted, consists of a complete tone-
picture; while he also introduced into
the musical world the form of composi-
tion known as "Songs without words,"
though some critics contend that in this
he was forestalled by FIELD, whose
Nocturnes exhibit the same light art
form. In regard to his oratorios, MEN-
DELSSOHN took his pattern from BACH and
HANDEL, and though he does not reach the
standard of lofty sentiment and grand
expression employed by his models, he
introduces several new and independent
features which will ensure the position of
"St Paul" and "Elijah" amongst the
classics. He modernized the style of
the two old giants by removing the long
introductory phrases and ritornelli,
which, especially in the arias, served
but to forestall and repeat the singer's
theme; he omits their tedious sequences
and endless roulades, and reduces the
excessive breadth of the text. In many
ways he was the rescuer of BACH and
the present day earnest study of this
great maestro's work is largely due to
him. MENDELSSOHN, who was married in
1837, was one of the shortest lived of the
wonderful band of men who were born
in 1809, a band which included such
giants as CHADWICK, LINCOLN, CHOPIN,
DAWSON, POE, etc., for he succumbed on
November 4, 1847, not having complet-
ed his thirty-eighth year. His legacy
to the world is very precious and leads
one to speculate what he might have
achieved had the span of his years
been lengthened.

MENDELSSOHN's genius was undoubted-
ly objective. His sensitive nature
responded freely to external influence,
and he was happiest when definitely
inspired by pictorial impression. Such
compositions as the "Hebrides" over-
ture, or the "Midsummer Night's
Dream" overture, which are to a great
extent pictures of scenery or recollec-
tions of travel, are among his best
works. To him we clearly owe the
origin of the Concert Overture, a form
of composition which, as we have already
hinted, consists of a complete tone-
picture; while he also introduced into
the musical world the form of composi-
tion known as "Songs without words,"
though some critics contend that in this
he was forestalled by FIELD, whose
Nocturnes exhibit the same light art
form. In regard to his oratorios, MEN-
DELSSOHN took his pattern from BACH and
HANDEL, and though he does not reach the
standard of lofty sentiment and grand
expression employed by his models, he
introduces several new and independent
features which will ensure the position of
"St Paul" and "Elijah" amongst the
classics. He modernized the style of
the two old giants by removing the long
introductory phrases and ritornelli,
which, especially in the arias, served
but to forestall and repeat the singer's
theme; he omits their tedious sequences
and endless roulades, and reduces the
excessive breadth of the text. In many
ways he was the rescuer of BACH and
the present day earnest study of this
great maestro's work is largely due to
him. MENDELSSOHN, who was married in
1837, was one of the shortest lived of the
wonderful band of men who were born
in 1809, a band which included such
giants as CHADWICK, LINCOLN, CHOPIN,
DAWSON, POE, etc., for he succumbed on
November 4, 1847, not having complet-
ed his thirty-eighth year. His legacy
to the world is very precious and leads
one to speculate what he might have
achieved had the span of his years
been lengthened.

MENDELSSOHN's genius was undoubted-
ly objective. His sensitive nature
responded freely to external influence,
and he was happiest when definitely
inspired by pictorial impression. Such
compositions as the "Hebrides" over-
ture, or the "Midsummer Night's
Dream" overture, which are to a great
extent pictures of scenery or recollec-
tions of travel, are among his best
works. To him we clearly owe the
origin of the Concert Overture, a form
of composition which, as we have already
hinted, consists of a complete tone-
picture; while he also introduced into
the musical world the form of composi-
tion known as "Songs without words,"
though some critics contend that in this
he was forestalled by FIELD, whose
Nocturnes exhibit the same light art
form. In regard to his oratorios, MEN-
DELSSOHN took his pattern

NEW MEMBERS WELCOMED.

At the Sanitary Board meeting on Tuesday evening, Mr. R. O. Hutchison, the president said:—Gentlemen, before going on with the business to-day, I should like to welcome our newly elected members. The election this year has been more important than usual, and I think they ought both to be congratulated on their most successful poll. Mr. Shelton Hooper we have seen before, and I hope he will continue to be with us for a long time to come. Dr. Fitzwilliam is a new member, and I hope his stay with us will be long, and both a pleasure to himself and a benefit to the Colony. (Applause).

HARMSTON'S CIRCUS.

A crowded attendance witnessed the performance on Tuesday evening at Harmston's Circus, when all the items on the most excellent programme were given in a thoroughly efficient manner, the performers receiving due appreciation for their daring feats. As was anticipated the riding contest proved a great attraction, the prize being a smelter's companion value \$50. Mr. Gedge won the prize and the several attempts by the contestants evoked hearty merriment.

The management announce another sensational act for Thursday night, when Mr. William Schultz will loop the open loop for the first time in Hongkong. This daring performance should be worth seeing, and we have no doubt the house will be a record one.

THE PEAK MURDER CASE.

Motion to Squash the Conviction.

Mr. H. G. Calhoun, instructed by Mr. R. D. Atkinson, appeared before the Chief Justice Sir Francis Pigott and Mr. Justice Gompertz, sitting as a Full Court, at the Supreme Court, to-day, in a motion to squash the verdict of manslaughter returned against two prisoners in the Peak murder case, in consequence of all of the evidence for the prosecution not being interpreted to them.

The Hon. Mr. Rees Davies, K.C., Attorney General, appeared for the Crown, instructed by Mr. F. B. L. Bowley, Crown Solicitor, and Mr. H. L. Denny, Jr.

Mr. Calhoun said the question was whether the jury were entitled to give their verdict on the evidence which had been left to the jury and which had not been translated to the prisoners. Evidence for the prosecution was given by fourteen witnesses, four of whom gave their evidence in English and ten in Puffi.

Hon. Mr. Rees Davies:—I don't admit any of this. If my learned friend is going to make allegations he must do so by affidavit.

The Chief Justice:—I don't think it is necessary to have an affidavit.

Mr. Calhoun submitted that prisoners could not be convicted on any except legal evidence, and that evidence the prisoners must hear themselves, or, as in the case of a deaf and dumb person, which had been communicated to them by signs. Whether prisoners were represented by counsel or not it was just as necessary that all the evidence should be translated to them.

His points were that prisoners were always entitled to make a statement and they could not do that if they had not heard all the evidence, and again they could not assist counsel if they did not understand the evidence. If any evidence was left to the jury, which ought not to have been left to the jury, the verdict ought to be squashed.

Mr. Rees Davies, K.C., submitted that in the first place that was not a question of law within the meaning of the section; it was a question of procedure or practice. He was not aware of any law requiring evidence to be translated, it was a case of custom, and he further submitted that in the presence of counsel it was unnecessary. The prisoners were not in any way damaged or prejudiced. The Hon. Attorney General quoted in support of his argument a case of a deaf person. An affidavit was put in by Mr. Li Hing Mi giving the procedure in that court during his period of service as interpreter.

The Chief Justice thought that the effect of that affidavit was to show that in murder cases the rule was the strictest.

Hon. Attorney General:—If we go on that we could empty the prison.

The Chief Justice:—If we have an empire of races of so many nationalities we must have a procedure, if we are going to have them—that is just.

Hon. Attorney General referred to the previous court in which he had served four years, where there were several cases and the evidence had not been interpreted.

The Chief Justice:—If we pass this point here they will follow the procedure in Court. (Laughter).

Hon. Attorney General:—With respect, I submit they will not.

The Chief Justice:—If prisoners had not been represented by counsel would you contend that the verdict should be maintained?

Hon. Attorney General:—I should say that would be extremely doubtful. The whole thing is that the prisoners were represented by counsel.

Further argument ensued and the Lordship reserved their decision.

PNEUMONIA.

OLD people and those who have weak lungs cannot be too careful in guarding against this disease. Pneumonia always results from a cold or an attack of influenza, and can be prevented by the timely use of Chamberlain's Cough Remedy. We have as yet to hear of an attack of pneumonia where Chamberlain's Cough Remedy was taken. For sale by all chemists and druggists.

THE CEMETERY ALLEGATIONS.

Opinion of Law Officers of the Crown to be Obtained.

With regard to the questions asked at the Sanitary Board meeting, on Tuesday evening, by Mr. A. Shelton Hooper in respect to the exhumation of bodies, etc., Mr. Hooper moved that standing orders be rescinded to discuss the question as a matter of urgency.

Hon. Mr. W. Chatham seconded and the motion was carried.

Mr. A. Shelton Hooper said his reason for calling attention to this matter was clearly indicated in the four questions he had put. He thought members could see what he was driving at, and that was to find out if any bodies which had been legally buried in any other authorised cemetery had been exhumed and re-interred in the Colonial Cemetery without good reason. The Colonial Cemetery, commonly known as the Protestant cemetery, was intended, and had been used for the interment of the European community here of all classes and denominations. It had been divided up into sections to enable the military and the naval men to be buried in their respective sections which had been reserved for them, as other sections were reserved for residents of different periods of living in this Colony. The Hon. Director of Public Works would bear him out, he was sure, when he said that the area was becoming so restricted that the officials had had the greatest difficulty, and Government had been put to very great expense, in extending this cemetery in other directions to enable them to bury people for whom it was intended. After the case which was admitted to have taken place, he thought they should endeavour to prohibit any in future. The thing was to find out how this had happened. Personally he did not think such a thing possible, for under the bylaws passed at a Board meeting, after having been considered by a committee composed of the President, the Vice-President and the speaker, and which had since been approved by the Legislative Council, power to grant permits in such cases was reserved for the Board, and was taken away from the Medical Officer of Health or any other officer the Board nominated.

The date of this permit was given as December 19th, and as an apology for the error it was stated that the bylaws were not circulated until December 30th. He failed to understand what that meant. Circulated to whom? He ventured to say that every member of the public community of Hongkong was notified in the Government Gazette (which he produced) of December 4th, and it was the duty of every public officer to make himself cognizant with the contents of that paper. What was more astounding still was that the Registrar-General, from whose department this permit came, was himself present at the Council meeting at which the matter was brought up, and was a party to the passing of the bylaws. But this perhaps, was a little slip. He said this act so much with the idea of finding fault as with the object of preventing it happening in future. On looking into the law he could not find that anyone in this Colony was authorised to grant a certificate for exhumation, and the speaker appealed to the Registrar-General to enlighten him if he imagined he had that power. Under the Burial and Death Registration Ordinance of 1896 he found there was power given to the Secretary of the Sanitary Board or the Registrar-General to permit the removal of dead bodies from the Colony. That was all he could find on the subject. Mr. Hooper asked the Registrar-General to enlighten the Board, all the members of which appeared to be in ignorance. He moved that the Government be asked to obtain for the information of this Board the opinion of the Law Officers of the Crown as to who has power to grant permission for the exhumation of any corpse which had been interred in any authorised cemetery of this Colony.

Hon. Mr. Chatham seconded the motion. The resolution was carried.

The Registrar-General—Mr. Chairman, I am in order in making a personal explanation.

Mr. Hooper—I should like one, but it should have come before the resolution was carried.

The Registrar-General—I am simply in a sense supplementing the answer to the third of these questions—that answer was that the person who granted a permit was the Registrar-General. That is not absolutely correct, because the document issued by the Registrar-General is a document addressed to the Medical Officer of Health, I think, or to the Secretary of the Sanitary Board.

The Medical Officer of Health—Not in this case.

The Registrar-General—It is a document simply informing an officer of the Sanitary Board of an act and not a request whether the Medical Officer or Secretary—that a certain person desires to exhumate a body. It is in no sense an order.

Mr. Hooper—I didn't say an order, a permit.

The President—It was under the old bylaws that the Medical Officer of Health signed these permits if there was no objection. There was a standing rule that no such signature was necessary if a death was over seven years old.

Mr. Hooper referred the President to the old bylaw which said that no grave should be reopened, if a corpse was interred therein, without the written permission of the Medical Officer of Health or other officer duly appointed by the Board for that purpose. There was not one word about the Registrar-General. He had no locus standi.

The Registrar-General—The sole function of the Registrar-General, under the old bylaw, was to refer the matter to the Medical Officer of Health. A letter of introduction given to a person who wanted to open a grave is not to be called a permit.

Mr. Hooper—Is it a printed form?

The Registrar-General—Yes.

Mr. Hooper—Then I think it would be just as well if the Registrar-General would let us have that form to forward to the Law Officers.

The Registrar-General promised to do so, and the discussion ended.

EVERY BOTTLE GUARANTEED.

THIS is done with Chamberlain's Cough Remedy, and if you are not satisfied after using two bottles the bottle will be returned to you. We have as yet to hear of an attack of pneumonia where Chamberlain's Cough Remedy was taken. For sale by all chemists and druggists.

HOME VIA SIBERIA.

(Supplied to the "CHINA MAIL" by a Constant Reader.)

We left Hongkong on the 13th October, late in the afternoon, and reached London, after spending 2 days in Moscow, early on 3rd November, or say, in 20 days. By coming straight through we could have done it in 10 days. There is no trouble at all about the journey, but you have to pick up your knowledge as you go along, for the agents can tell you very little and what they do is generally wrong. You leave Shanghai on Friday, p.m. The N.Y.K. run a very good boat to Dalm, fast and comfortable, and you reach Dalm on the Sunday morning. You have to spend the day there, but you can get a decent drive and the hotel is comfortable enough. The only rough part of the journey is from Dalm to Kwang Cheng Tse. We went through just before they put on any sleepers and had to do the best we could in an open car, but the new train which is now running is, so they say, quite good. You change at Kwang Cheng Tse about 8 p.m. and get into a local Russian train. They run a sleeper on it, but it was very badly lighted, dirty and quite uncared for, and the Russians in charge were not over-ideal. We reached Harbin the following morning, where we had to spend the day and this is where you join the through train from Vladivostok. You also have to arrange about your ticket here and it is the first place where you can really get a ticket. At all the previous places one agent gives you a chit on to the next agent and so on.

There is quite a decent hotel at Harbin, at any rate good enough for a bath and toilet, and the town itself is quite a large place. We left at 7 p.m. on the 20th, the train being quite up to time. The accommodation on the train is really good. The cars are excellent. In the first-class each compartment holds two and you share a private lavatory with the next compartment. There was plenty of room for luggage and we had all our stuff with us in the car. The cars are kept fairly clean and are well warmed, and we had good attendances. The beds are very comfortable and the lighting arrangements excellent.

They run a dining car all the way through where you can read or smoke if you do not want to be alone. The great thing is to get a compartment in the centre of a car, so as to be away from the wheels. In a long run this makes a lot of difference. We reached Irkutsk on 23rd p.m., and there we changed trains. No trouble about it. The trains run alongside of one another and are exact duplicates.

From Irkutsk to Moscow is the long run of the journey, over 4 days, but we did not find it, or any other part of the journey, very monotonous; certainly not more so than on board ship, and you go so leisurely and the cars are so good that the travelling does not seem to tire you out at all.

We reached Moscow about 2 a.m. on 30th, about six hours late, which in any other country but Russia could easily have been made up. We went to the Hotel Metropol. They sent to meet us and though it was very late we had no trouble with luggage or anything. The hotel is first rate, about the same price as a London hotel and everything very clean and well managed. We had a day at Moscow as I had not brought enough money to see us through to London and the banks were closed on account of one of the many Russian holidays. It is advisable to take enough rubles to see you through to London. At present you can only book in the East as far as Moscow and then you must book from there to London. Counting food, the train hotel, and a very fair sleeping car, we reached Warsaw at 9 p.m. the following morning and had a long time to wait at the hotel, and then two hours to wait at the other end. At Warsaw you get into the German train with a very comfortable sleeper, the only trouble being we were not allowed to sleep, the best part of the night, after 2 a.m., being taken up by passports, customs and other descriptions of odd baggage.

We got to Berlin about 10.30 a.m. next morning, the travelling being at a very different pace to what we had become accustomed. We just, and only just, caught the connecting train there. They bundled us in just as the train was starting and we had a long wait at the station. From Berlin to Flushing the travelling was very good and we reached Flushing about 11.30 p.m. and London the next morning.

The worst feature about the journey was the food from Irkutsk to Moscow. As far as Irkutsk it was not so bad, and it is certainly not dear, but after that every thing was as far as Moscow. Every day, inevitably, and most indifferently, they served you out of a tin of food. They even sent you out of a tin of food, but on the Siberian line you got the impression that the *chef de file* in the feeding by contract was making a good thing out of it.

The washing arrangements on the train are good. We could always get plenty of water, and you can get a very fair bath on board. Towels are supplied but no soap. We had no trouble at all with either passports or Customs. Still the principal thing they are after. My 100 or so cigars and bottle of whisky went through all right.

THE WEATHER BECAME COOL AS SOON AS WE LEFT Shanghai but we had brilliant sunshine nearly all day and it was up to Irkutsk. We got the first frost going to Harbin and after that it froze nearly every night; 24 degrees of frost was the coldest temperature we had, but if there is no wind you don't feel the cold much, as everything is so dry. There was snow on the ground nearly the whole way from Lake Baikal on. But the cold—such as we got it—doesn't trouble you unless you get out of the train for a walk during one of the numerous stoppages, as they keep the cars so well warmed. As a matter of fact we just go through before it got really cold. Another month and we would have caught it badly and I would not advise any tropical person to go through in the winter if only on account of the expense of having to buy furs.

As regards luggage, you can take anything in reason with you in the car as far as Moscow. Japanese baskets with leather corners are the handiest things to have. After Moscow you cannot take so much with you, but being only a short run to London, you do not need so much. Flannel shirts, some old clothes and a good thick overcoat are the most important things to have as far as a man is concerned.

That reminds me about ladies. The journey presents no difficulties for them. There were quite a number of ladies on board and one little child of four, and I don't think any of them underwent any hardships, and some of them, at any rate, seemed to enjoy themselves.

As to the cost of the trip, the following figures covered the passages of myself and wife. Cost of tickets from Hongkong to Moscow, including food on train, H.K., \$1,027. Cost of passage Moscow to London, excluding food, Rs. 250, or say \$240. The incidental expenses of the trip, i.e. food, hotels, cabs, etc., from Hongkong to London came to just over Rs. 300, and we did ourselves fairly comfortably. We travelled first class throughout and I should advise others to do the same. On the whole you are more comfortable first class and it is not a trip to make if you want to save money.

We came through by the French Train from Shanghai. But there are people who say that the accommodation on the Russian train is just as good and the cuisine much better. Moreover the fare as far as Moscow is somewhat less.

TELEPHONE No. 210.

ROBINSON PIANO Co., LD.

PIANOS

FOR

HIRE

\$10

PER MONTH.

TUNING AND ATTENTION

INCLUSIVE.

YOU

ARE INVITED

TO SUBSCRIBE TO OUR

CIRCULATING

LIBRARY.

LATEST NOVELS BY THE BEST

AUTHORS (COLONIAL EDITION)

ARRIVE EVERY MAIL

PURCHASER of one Novel

at \$1.00 becomes a member and is entitled to exchange

same for any other novel on payment of 20 cents cash, Hong-

kong currency, for every change.

The following were the times taken:—

Nutmeg and Kingst, half mile, (1), 38, 1.07.

Cello Rose, one mile, last three quarters, (1), 35, 1.10, 1.41.

York Rose, one mile, (1), 38, 1.06, 1.40, 2.14.

Cello Rose, one mile, (1), 38, 1.15, 1.40, 2.20.

Spring Rose, one mile, (1), 38, 1.12, 1.48, 2.21.

Glorious Rose, one mile and three quarters, (1), 34, 1.11, 1.45, 2.19, 2.54, 3.29.

Rubber Tree, one mile, last three quarters, (1), 33, 1.07, 1.41.

Corcomb, one mile and a quarter, last three quarters, (1), 1.43, last quarter, 37.

Bartholomew, one mile, (1), 2.20.

Seaford, one mile and a quarter, (1), 37, 1.09, 1.44, 2.18, 2.50.

Glenelg, one mile, (1), 33, 1.07, 1.42, 2.17.

Heraldic, one mile, (1), —, 1.08, 1.43, 2.16.

DEBUT GRIPPING.

Reve d'Or Rose, one mile and three quarters, (1), 39, 1.12, 1.59, 2.59, 3.14, 3.51, 4.23.

Little Gem Rose, one mile and a half, (1), 41, 1.21, 1.57, 2.33, 3.04, 3.39.

Snowflake Rose, one mile and a half, last mile and a quarter, (1), 41, 1.18, 1.54, 2.29, 3.02.

Statthalder one mile, (1), 33, 1.07, 1.42, 2.16.

Fugitive II, one mile, last three quarters, (1), 37, 1.07, 1.41.

Apollo, one mile, (1), 30, 1.14, 1.52, 2.23.

Achilles, three quarters, (1), 33, 1.06, 1.38.

SUBSCRIPTION GRIPPING.

Kiron, and Highland Laidie, one mile, (1), 39, 1.11, 1.47, 2.21.

Kilmarney Rose, one mile and a half, (1), 44, 1.21, 1.58, 2.34, 3.09, 3.43.

Laurette Rose, one mile and three quarters, last three quarters, (1), 39, 1.15, 1.48.

Drochkeagaul, one mile, (1), 37, 1.13, 1.49, 2.24.

Bluejacket II, one mile, last three quarters, (1), 42, 1.20, 1.55.

Blacksheep, one mile and a quarter, (1), 44, 1.27, 2.13, 2.51, 3.25.

Brathmill, one mile and a quarter, last mile and a half, (1), 42, 1.18, 2.31.

Hippomedon and Hercules, three quarters, (1), 33, 1.08, 1.43.

Tor and Tamar, one mile and a half, last mile, (1), 38, 1.13, 1.49, 2.22.

Corridge, one mile, (1), 45, 1.24, 2.05, 2.41.

Dunberry and Todcutt, three quarters, (1), 35, 1.07, 1.42.

Little Nemo, one mile, (1), 34, 1.12, 1.47, 2.21.

Macrae, one mile, last three quarters, (1), 36, 1.08, 1.42.

Bathor, one mile, last three quarters, (1), 37, 1.14, 1.49.

CHINA.

MANUFACTURER OF CHOCOLATE.

Fancy Cakes, Pastry, English Cakes, &c.

Australian Butter and Hungarian Flour used only.

Reduced Price for Large Orders.

G. BERTOLONE,

Telephone No. 787.

No. 37, Queen's Road Central,

Hongkong, September 4, 1905.

THE BANK LINE, LIMITED.

Making Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., SEATTLE & TACOMA, VIA MOJI, KOBE and YOKOHAMA.

Steamer	Tons	Captain	Sailing date, 1906.
SUVERIC	8282	W. Shotton	11th February.
GYMERIC	4102	J. C. A. Hall	11th March.
KYMERIC	8282	F. S. Cowley	8th April.
INVERIC	4789	R. J. Howie	6th May.

These steamers are specially fitted for the carriage of Asiatic Steamer passengers. PARCEL EXPRESS TO THE UNITED STATES AND CANADA. For further information, apply to

QUEEN'S BUILDINGS. Dodwell & Co., Limited, GENERAL AGENTS.

THE UNITED ASBESTOS ORIENTAL AGENCY, LD.

SOLE AGENTS FOR THE UNITED ASBESTOS COMPANY, LTD., LONDON, (Pioneers of the Asbestos trade).

ALEXANDER, FERGUSSON & CO., LD., GLASGOW (Color Paints, Oils, Varnishes, &c.).

BROMELL PATENTS CO., LD., LIVERPOOL. THE UNITED FLEXIBLE METALLIC TUBING CO., LD.

THE 'EUREKA' ANTIPOULING COMPOSITIONS CO., LD. BRITISH BOILER CLEANING & ENAMELLING CO., LD.

'CAURICDALE' ANTI-FRICTION PLASTIC METAL. 'RUBEROID' ROOFINGS.

ASPHALT'S SANALENE GLOSS. DODWELL & CO., LD., General Managers.

2, Queen's Buildings. REGULAR STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL.

WITH LIBERTY TO CALL AT MALABAR COAST. FOR NEW YORK:

S.S. SURUGAAbout 23rd February. FOR FREIGHT & FURTHER PARTICULARS, APPLY

DODWELL & CO., LTD., Agents.

UNDERWOOD TYPEWRITERS.

The Underwood Machine is the best in the market and has been awarded the grand prize at St. Louis Exposition.

ITS WRITING IS ALWAYS IN SIGHT. It is speedy and durable.

It has a UNIVERSAL KEYBOARD and it is an excellent manipulator.

For further particulars and price, apply to DODWELL & COMPANY LTD., AGENTS, HONGKONG & CHINA.

HORNSBY STOCKPORT

GAS ENGINES AND SUCTION GAS PLANTS. CHEAPEST FORM OF POWER KNOWN.

COST OF RUNNING, LESS THAN HALF-A-CENT PER HORSE POWER PER HOUR.

THESE MAKERS' ENGINES SECURED THE GOLD MEDAL AT THE FRANCO-BRITISH EXHIBITION, LONDON, AND AT THE WINNIPEG EXHIBITION, CANADA.

OVER 11,000 IN DAILY USE. HORNSBY OIL ENGINES.

Awarded the £1,000 Prize offered by the War Office for the Best Military Tractor, together with £150 BONUS for exceeding the requirements of the conditions by 15 PER CENT.

It is acknowledged to be the best in the world and has the largest sale. Works by itself. Reliable, Safe and Economical.

QUOTATIONS ON APPLICATION.

HOISTING ENGINES & PILE DRIVERS

made by the LIDGERWOOD MANFG. Co.

PUMPS

Various makes in stock, including TANGYE & WORTHINGTON.

COIR ROPE

All sizes from 2" to 6" always in stock.

AGENTS FOR:

GENERAL ELECTRIC CO. (of New York). Electrical Plant and Appliances.

FAIRBANKS, MORSE & CO. All kinds of Machinery and Engineering Supplies.

CONSOLIDATED PNEUMATIC TOOL CO., LTD. Pneumatic Tools and Air Compressor for working on Iron, Wood or Root.

W. B. HAIGH & CO., LTD. Saw Mill Machinery.

DUGGAN, NEEL & McCORM, LD. Paints, Oils, Varnishes, &c., and Various other Manufacturers.

KITSON LIGHT

A Brilliant, Safe and Cheap Illuminant by Kerosene Oil.

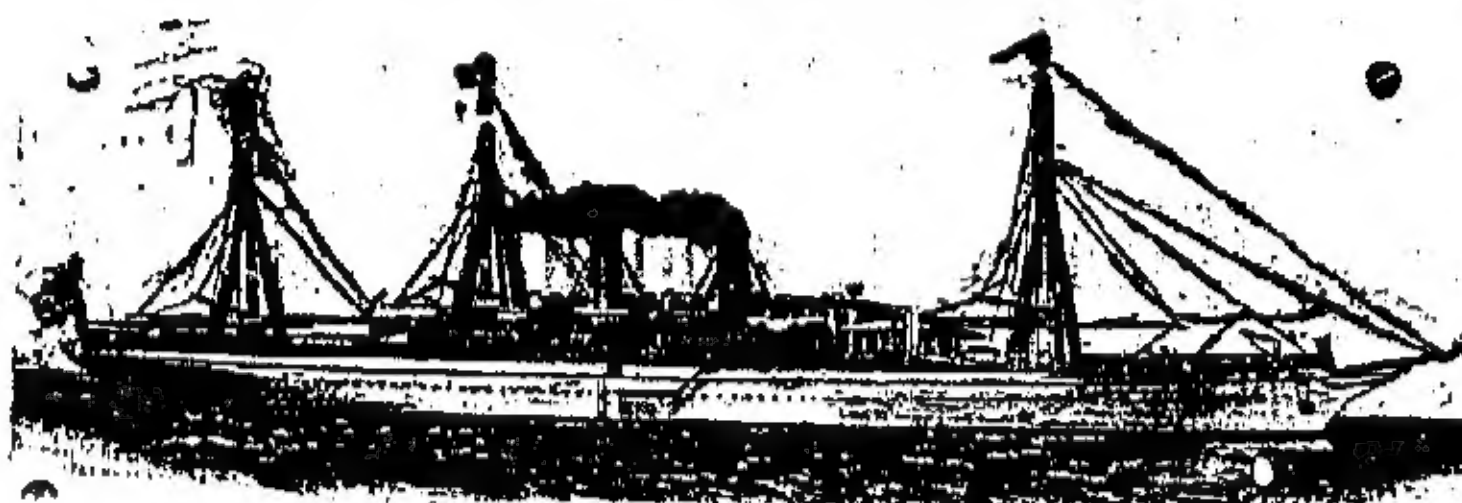
Shipping.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES—

FOR	STAMEN	TO SAIL ON	REMARKS
SHANGHAI	BRITANNIA	About 5th	Freight and Passengers
LONDON, via Suez	DEVANLA	Feb. 19th	See Special
LONDON, via Suez	DEVANLA	Feb. 19th	See Special
LONDON, via Suez	DEVANLA	Feb. 19th	See Special
LONDON, via Suez	DEVANLA	Feb. 19th	See Special
LONDON, via Suez	DEVANLA	Feb. 19th	See Special
LONDON, via Suez	DEVANLA	Feb. 19th	See Special
LONDON, via Suez	DEVANLA	Feb. 19th	See Special
LONDON, via Suez	DEVANLA	Feb. 19th	See Special
LONDON, via Suez	DEVANLA	Feb. 19th	See Special

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



LUXURY—SPEED—PUNCTUALITY.

The only line that MAINTAINS a Regular Schedule Service of 12 Days across the Pacific is the "EMPERESS LINE" SAVING 5 TO 10 DAYS OCEAN TRAVEL. 12 DAYS YOKOHAMA TO VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration).
R.M.S. EMPRESS OF CHINA ... 6000 Tons	Leave Hongkong ... Mar. 5.
EMPEROR OF INDIA ... 6000 Tons	Leave Hongkong ... Mar. 13.
EMPEROR OF JAPAN ... 6000 Tons	Leave Hongkong ... Apr. 3.
EMPEROR OF CHINA ... 6000 Tons	Leave Hongkong ... May 1.
EMPEROR OF INDIA ... 6000 Tons	Leave Hongkong ... May 11.
EMPEROR OF JAPAN ... 6000 Tons	Leave Hongkong ... May 21.
EMPEROR OF CHINA ... 6000 Tons	Leave Hongkong ... May 31.

THE Chinese route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOREA, YOKOHAMA and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at Quebec, with the Company's new palatial "EMPEROR" Steamship, 14,000 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York \$21.10. Intermediate on Steamers ... \$40. ... \$42.

First-class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line.

R.M.S. MONTAGLE Carries INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that class.

SPECIAL THROUGH RATES (now class only) granted to Missionaries, Members of the Naval Militia, Diplomatic and Civil Services and European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, etc., apply to P. de CHAMPORIN, General Agent for China, etc., 40, 42, PRINCE STREET and FRANK, Opposite Blake Pier.

PORTLAND & ASIATIC S.S. CO.

FOR MOJI, KOBE, YOKOHAMA, HONOLULU, SAN FRANCISCO and PORTLAND.

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to S. SILVERSTONE, Agent.

MESSAGERIES MARITIMES FRENCH MAIL LINES.

PORTNIGHTLY SERVICE TO AND FROM EUROPE, Via SUEZ CANAL.

PORTNIGHTLY SERVICE TO AND FROM JAPAN, Via SHANGHAI.

FOR	STAMEN	CAPTAIN	TO SAIL, 1909.
SHANGHAI, KOBE AND YOKOHAMA	TOURANE	LARONIN	Feb. 15, p.m.
MARSEILLES, Via Ports ... POLYNESIE	BROO	Feb. 15, at 1 p.m.	
SHANGHAI, KOBE AND YOKOHAMA	NERA	X	March 1, p.m.
MARSEILLES, Via Ports ... SALAZIE	MAGNEN	March 2, at 1 p.m.	

TRANSFERRING on the "O.S." Steamers at SHANGHAI for BATAVIA, ST. COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to London, via PARIS, from \$21.10 up to \$21.10, 20 hours railway from MARSEILLES to London. Interceptors meet passengers on their arrival in MARSEILLES.

For further particulars, apply to P. de CHAMPORIN, Agent, QUEEN'S BUILDING, 625.

HAMBURG-AMERIKA LINE, HAMBURG.

FAST-ASIATIC FREIGHT SERVICE. REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES VIA STRAITS AND COLOMBO.

TO HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

TAKING Cargo at through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports.

AND ALL NORTH AND SOUTH AMERICAN PORTS. Also via Aden or Port Said, by the Company's Arabian and Persian Service, to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG.

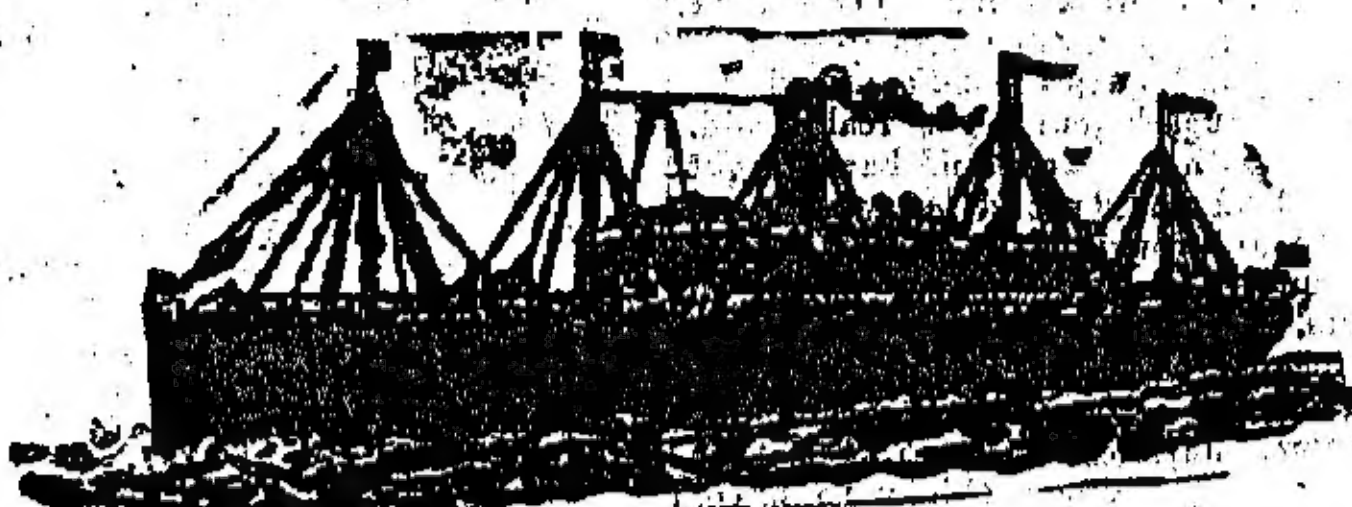
Outward: For Shanghai & Tsingtau, S.S. GOSPEL, Feb. 10th. For Shanghai, Yokohama & Kobe, S.S. DORTMUND, Feb. 12th. For Shanghai, Yokohama & Kobe, S.S. SPZITA, Feb. 12th. For Shanghai, Yokohama & Kobe, S.S. ALYRIA, Feb. 12th. For Shanghai, Yokohama & Kobe, S.S. LIBERIA, Feb. 12th. For Shanghai, Yokohama & Kobe, S.S. VANDALIA, Feb. 12th. For Shanghai, Yokohama & Kobe, S.S. SILEZIA, Feb. 12th.

For further particulars, apply to HAMBURG-AMERIKA LINE Hongkong Office, Hongkong, January 6, 1909.

Shipping.

PACIFIC MAIL S.S. COMPANY, TOYO KISEN KAISHA.

U.S. MAIL LINES.



SEMI-TROPICAL ROUTE.

Only line taking the [Japan] SOUTHERN ROUTE across the Pacific, via Honolulu, on Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STAMEN	TO SAIL
* NIPPON MARU ... 11,000 Tons	TUESDAY, 9th Feb., at Noon
* SIBERIA ... 18,000	TUESDAY, 16th Feb., at Noon
* CHINA ... 20,000	TUESDAY, 23rd Feb., at Noon
* MANCHURIA ... 27,000	TUESDAY, 30th Mar., at Noon
* CHINA MARU ... 21,000	TUESDAY, 6th Apr., at Noon
* ARIZONA ... 27,000	TUESDAY, 13th Apr., at Noon
* MONGOLIA ... 27,000	TUESDAY, 20th Apr., at Noon
* TENYO MARU ... 21,000	TUESDAY, 27th Apr., at Noon
* KOREA ... 18,000	TUESDAY, 4th May, at Noon

Fares: Hongkong to London \$21.10. 10. 0. including Bath and Meals across America.

INTERMEDIATE SERVICE.

The fine Mail Steamers ASIA and CHINA carry Intermediate passengers only, affording superior accommodation for that class.

China ... 10,200 Tons	TUESDAY, 23rd February, at Noon
Asia ... 9,500	16th March, at Noon
China ... 10,200	11th May, at Noon
Asia ... 9,500	4th June, at Noon

Hongkong to London, via Canadian Atlantic Ports ... \$40. ... \$42.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Services of the Chinese and Japanese Governments.

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passengers and Freight, apply to the Agency of the Companies, Kine's BUILDING (opposite Blake Pier).

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STAMEN	TO SAIL
SHANGHAI	CHINA	Feb. 4, at 4 p.m.
SHANGHAI	CHINA	Feb. 7, Daylight
MANILA	CHINA	Feb. 15, at 3 p.m.
MANILA	CHINA	Feb. 15, at 3 p.m.
MANILA	CHINA	Feb. 15, at 3 p.m.
MANILA	CHINA	Feb. 15, at 3 p.m.
MANILA	CHINA	Feb. 15, at 3 p.m.
MANILA	CHINA	Feb. 15, at 3 p.m.
MANILA	CHINA	Feb. 15, at 3 p.m.
MANILA	CHINA	Feb. 15, at 3 p.m.

MANILA CARNIVAL—February 2nd to 9th, 1909. REDUCED RETURN FARE of \$80.00 available for 6 weeks will be granted for the following Passenger Steamers:—

"CHANGSHA" ... leaving Hongkong 29th January. "TAMING" ... 2nd February.

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. Cargo booked through for all Australia, New Zealand and Tasmania Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—REDUCED SALOON FARES, single and Return, to Manila and Australian Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS, Telephone No. 36.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

FOR	STAMEN	TO SAIL
* SUYUN MARU, Capt. Y. FUKUNO	SHANGHAI, Via SWATOW, AMOY AND FOCHOW.	THURSDAY, 4th Feb., at 8 a.m.
* DAIKIN MARU, Capt. Y. KASAHARA	TAMPOI, Via SWATOW AND AMOY.	SUNDAY, 7th Feb., at 10 a.m.
* JOSEPH MARU, Capt. H. MURAYAMA	TAMPOI, Via SWATOW AND AMOY.	SUNDAY, 14th Feb., at 9 a.m.

These New Steamers have excellent Accommodation of First and Second-class Passengers, and are fitted throughout with Electric Light. First-class Cabins Ample, Unobstructed Tables.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. For Freight, Passage and further information, apply at the Co.'s local Branch Office, at SHANGHAI, FLOORS No. 1, QUEEN'S BUILDING.

T. ARIMA, Manager.

NORDEUTSCHER LLOYD BREMEN.

IMPERIAL GERMAN MAIL LINES.

For STEAMERS TO SAIL, 1909.

NAPLES, GENOA, ALGERS, LUTZOW, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN.	WEDNESDAY, 10th Feb., at Noon.
--	--------------------------------

SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

KUPAT AND SANDAKAI, BORNEO, Capt. F. SCHILL.

For further particulars, apply to Norddeutscher Lloyd, MELCHERS & CO., General Agents, Hongkong & China.

SCOTTISH LETTER.

(From Our Own Correspondent.)
Edinburgh, December 24.

Lady Mary Charlotte Trotter, daughter of the fifth Duke of Buccleuch and sister of the present Duke. She was born in 1851, and married the Hon. Walter Roderick Trotter in 1877.

The Hon. Mrs. Trotter, wife of Lieutenant-Colonel John Murray Trotter, of Colinton. She was the only child of the second Baron Dunfermline, and a descendant of Sir Ralph Abercromby who commanded the English forces in Egypt during the Napoleonic Wars. Mrs. Trotter was well known in social circles in Edinburgh. Her mother was the eldest daughter of the second Earl of Minto.

Ex-Provost Yellowless was identified with the public life of Stirling for thirty-five years, and once unsuccessfully opposed Mr. Birkell.

Mr. John Weir, Secretary of the Fife and Kinross Miners' Association, one of the most judicious and trusted leaders of the Scottish miners.

Mr. Thomas McKie, advocate, L.L.D., a native of Dumfries and an intimate friend of Carlyle, who lately gifted his residence of Most House and its policies to the town as a hostel for the students attending Dumfries Academy.

At Oakvale, Bruce Street, Dumfries, on the 11th inst., James Gilmour, engineer, late of China, aged thirty-six.

Suddenly, at Manchester, on the 9th inst., William Morrison Harris, late merchant, Shanghai, aged forty-nine, second son of William Harris, Holm's Villa, Sandbank, Argyleshire.

Suddenly, at 21 Rutland Den North, Aberdeen, on the 14th, William Milne Robertson, late managing director of Messrs. Riley, Hargreaves and Co., Ltd., Singapore.

THIS WEEK'S STORY.

"I cannot get over it," remarked the farmer to his wife, "I put a few shillings' piece" the plate at the table this morning instead of my usual penny!"

The elder had noticed the mistake, and also the frightened face of his old friends, but the old farmer had set still and said nothing. For twenty-four consecutive Sundays, the elder allowed the farmer to pass the table in which the collection was taken up but on the twenty-fifth Sunday, when the farmer would have again ignored the table, the elder decided it was in front of him, and in a loud whisper said,—"For time's up now, Sandy."

JUST SO'S.

The question of the hour—Is it "Hoos, toots," or "Toots, hoos?"

"The World, the Flesh, and the Devil," was the way they phrased it in the latest list of the Glasgow University 1909 Law Club.

We regret to say that the Mrs. Carry Nation, style of language seems to be spreading; an East End cobbler announces that the boots of his patrons are "carefully soled and belled."

Although this is generally recognized as the season of peace and goodwill, the Royal and Ancient Club sees in it a fitting opportunity for presenting the King with a specially bound copy of the rules of golf. Really, they should not have done this. As every golfer knows, there is no peace and little goodwill in a discussion of the rules of the Great Game.

CHINESE FEASTS AND ENTERTAINMENTS.

Sir Robert Hart's Amusing Reminiscences.

Speaking at the annual dinner of the Savage Club, Sir Robert Hart said a Chinese feast was built up in a manner which had a certain philosophy about it. A Chinese host sent out a red invitation card. The guest, if he did not accept, sent back his respectful thanks upon his own card; if he went to the feast he took back the invitation and presented it at the door. The meal began with fruit, the reason being that as people had most to say at the beginning of the feast the food should be light; then the food became heavier and heavier, till at last the guest put down his chopsticks on the table, took tea, and went home. The day after the feast, instead of the guests paying a digestive visit to the host, the host sent to ask if they had slept well. (Laughter.) Many of the dishes served at a Chinese dinner were curious. A Chinese host once pointed out to him that one dish presented to him in a small porcelain cup was crowned with a rat's head, of which the wool had been burned off. (Laughter.) He did not taste the dish himself, but he was told the rats were of excellent quality, and had been combined in cages for a long time. Latterly the fashion of entertaining in China had been changing very much. They would get first a Chinese dish and then a foreign one. He could not say that he approved the mixture. At Canton in 1861 a couple of Chinese friends asked him to an entertainment in a flower boat. There were four guests, and each was invited to select two ladies to pour out the wine for him and attend on him. He was new to this custom and the people, and did not like to choose, so asked a friend to do it for him. (Laughter.) The ladies trotted down, poured out the wine, chatted around, and brought their musical instruments and played. At one part of the entertainment a boat was drawn up and a lady was invited to sing. The singing was not very good, but the lady did not know. She danced and waved her body about with moving her feet from the ground. The entertainment began at midnight and ended at six o'clock. The host, however, there was a seven o'clock tea, and they had 123 courses. (Laughter.) The host said that was the most elaborate entertainment which he had ever assisted. (Laughter.)

Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STAMEN	TO SAIL
* SHANGHAI	TINGSAO	WEDNESDAY, Feb. 3, at 4 p.m.
* SHANGHAI	HANGSANG	THURSDAY, Feb. 4, at 4 p.m.
* SHANGHAI, YOKOHAMA, KORE & MOI	NAMSANG	THURSDAY, Feb. 4, at Noon
* MANILA	LOONGSANG	FRIDAY, Feb. 5, at 4 p.m.
* SINGAPORE, PENANG AND CALCUTTA	SUISANG	SATURDAY, Feb. 6, at Noon
* SINGAPORE, PENANG AND CALCUTTA	FOOKSANG	TUESDAY, Feb. 9, at Noon
* MANILA	YUENSANG	FRIDAY, Feb. 12, at 4 p.m.

FOR THE MANILA CARNIVAL—Feb. 2nd to 8th, 1909.

A Special reduced fare of \$50 for Return Passengers will be issued for our Sailings to Manila of the 29th January, and 5th February, available for 30 days from date of issue. Passengers taking out these tickets are exempt from the Head Tax.

* Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

* Taking Cargo on Through Bills of Lading to Yangtze Ports, Choofoo, Tientsin & Newchwang.

* Taking Cargo on, through Bills of Lading to Kuala, Lahad, Dato, Simpang, Tawau, Umka, Jesselton and Labuan.

For Freight or Passage, apply to Telephone No. 61. JARDINE, MATHESON & CO., Ltd., General Managers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

HONGKONG—SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and most luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light and First Class Cuisine.

STEAMSHIP	FOR	LEAVING
HAIKING	SWATOW, AMOY & FOCHOW.	FRIDAY, 5th Feb., at Noon.
HAIKING	SWATOW, AMOY & FOCHOW.	TUESDAY, 9th Feb., at Noon.

For the convenience of Passengers, Steamers will arrive at, and depart from, the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to DOUGLAS, IAPRAIK & CO., General Managers.

Hongkong, November 17, 1908.

NIPPON YUSEN KAISHA.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO, SUZ and PORT SAID.

THE Company's Newly Built 9000 Tons Passenger Steamers will be despatched from Hongkong as follows:—

Mishima Maru (Capt. A. E. Moore) About Wed., 10th Feb.

Atsuta Maru (Capt. W. Trompeter) About Wed., 7th April.

Miyasaki Maru (Capt. W. BARKERIDGE) About Wed., 5th May.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

For further particulars, apply to NIPPON YUSEN KAISHA.

Hongkong, December 30, 1908.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STAMEN.	SAILING DATES, 1909.
MARSEILLES, LONDON AND ANTWERP, Via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	KAWACHI MARU, Capt. H. Petersen, Tons 6102.	WEDNESDAY, 3rd Feb., at Daylight.
VICTORIA, B.C. AND SEATTLE, Via SHANGHAI, MOI, KOBE, YOKOHAMA AND SINGAPORE.	SANUKI MARU, Capt. K. Homma, Tons 6118.	WEDNESDAY, 17th Feb., at Daylight.
SYDNEY AND MELBOURNE, Via SHANGHAI, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, VICTORIA AND MELBOURNE.	* IYO MARU, Capt. S. J. G. Parsons, Tons 6380.	TUESDAY, 16th Feb., at Noon.
KOBE AND YOKOHAMA	* KAGA MARU, Capt. O. S. Lippard, Tons 6301.	TUESDAY, 2nd March, at Noon.
BOMBAY, Via SINGAPORE AND COLOMBO.	YAWATA MARU, Capt. T. Sakine, Tons 3817.	FRIDAY, 19th Feb., at Noon.
SHANGHAI & KOBE	NIEKO MARU, Capt. M. Yagi, Tons 6539.	FRIDAY, 19th Feb., at Noon.
NAGASAKI, KOBE AND YOKOHAMA	FINABA MARU, Capt. Wm. Bainbridge, Tons 6189.	SATURDAY, 6th Feb., at Daylight.
YOKOHAMA	WAKAMITSU MARU, Capt. T. Yamawaki, Tons 4421.	SUNDAY, 7th Feb., at Daylight.
	YEBOSHI MARU, Capt. B. Kon, Tons 3798.	MONDAY, 8th Feb., at Noon.
	NIKKO MARU, Capt. R. Swain, Tons 6139.	WEDNESDAY, 17th Feb., at Noon.

* Omitting Yokohama.

* Fitted with Marconi's System of wireless telegraphy.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern Railway and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki travelling by Rail. For further information as to Freight, Passage, Sailings, etc., apply to the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

T. KUSUMOTO, Manager.

MIYASAKI & CO., COAL MERCHANTS.

HEAD OFFICE—NAGASAKI, KORE, JAPAN.

BRANCH OFFICES—NIPPONMACHI, SHIMIZU, JAPAN AND HONGKONG.

CABLE ADDRESSES—MIYASAKI, applying to Head Office and Shimizu Branch. YUTAKA, applying to Hongkong Branch only.

A. B. C. Box 2000, Charter Road.

The Head and Branch Offices will receive any Order for JAPAN COALS.

Y. KUBO, Manager, HONGKONG, 4th Floor, No. 2 CORNAUGHT ROAD.

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS
FOR
MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO ROSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due at	Due at
to	HONGKONG	from Colombo to	MARSEILLES	LYONS
Colombo	1899	MARSEILLES & LONDON	(Brindisi)	(1 day later)
DEVANHA 8000	Feb. 6	MOREA 11000	Mar. 6	Mar. 13
BRITANNIA 7000	Feb. 20	MOULTAN 10000	Mar. 20	Mar. 27
DELTA 8000	Mar. 6	ORINA 9000	Apr. 3	Apr. 10
MAEDONIA 10500	Mar. 20	(through steamer)	Apr. 17	Apr. 24
DELTA 8000	Apr. 3	MALWA 11000	May 1	May 8
DEVANHA 8000	Apr. 17	MONGOLIA 10000	May 15	May 22

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.
Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.
In addition to the above Mail Steamers the following:-

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS
WILL LEAVE FOR
LONDON,
CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave	Due at
HONGKONG	LONDON	LONDON
• NYANZA 7000	Feb. 10	Mar. 27
• MALTA 7000	Feb. 24	Apr. 10
• NORE 5000	Mar. 10	Apr. 24
• PALAWAN 5000	Mar. 24	May 9
• SUMATRA 5000	Apr. 7	May 22
• PALMA 8000	Apr. 21	June 6

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.
• Carry 1st and 2nd Saloon Passengers.
For further particulars, Apply to
E. A. HEWETT,
Superintendent.

THE EASTERN & AUSTRALIAN MAIL SERVICE.

TO AUSTRALIA.

MAIL SCHEDULE.

(SUBJECT TO MODIFICATION).

STEAMERS	Leave HONGKONG	Leave HONGKONG
FROM AUSTRALIA	FOR AUSTRALIA	
EASTERN	8th Feb.	4th March.
ALDENHAM	8th Feb.	4th March.

These Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A fully qualified Doctor and Stewardess are carried. For further particulars, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, November 2, 1908.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers.
Electric Light—Perfect Cuisine—Stewardess and Steward carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
RUBI	2540	R. W. Almond	Manila	SATURDAY, Feb. 6, at Noon.
ZAFIRO	2540	R. Rodger	Manila	Feb. 13, at Noon.

A special inducement to intending Visitors to the PHILIPPINE CARNIVAL, we are offering a reduced fare of \$50 for passage to Manila and return by our s.s. Zafiro sailing SATURDAY, the 20th January.
Tickets issued at this reduced rate will be available for return by either the s.s. Zafiro leaving Manila on 7th February, or the s.s. Rubi leaving Manila on 13th February.
For Freight or Passage, apply to
Shewan, Tomes & Co., General Managers.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED	WILL LEAVE FOR	ON OR ABOUT
		AT		
TULATJAP	JAVA	First half of February	JAVA	First half of February
TUPANAS	JAVA	Do.	AMOI	Do.
TJIBODAS	JAVA	Second half February	JAPAN	Second half February
TJIKINI	JAPAN	Do.	JAVA	Do.
TJILIWONG	JAVA	Do.	JAPAN	Do.
TJIMAH	JAVA	First half of March	SHANGHAI	First half of March

These Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Indian and Indian ports on through Bills of Lading.
For Particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.

YORK BUILDING, 1st Floor. SHANGHAI No. 275.

Shipping.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

S.S. 'MAEDONIA,'
10,500 tons,
CAPTAIN C. D. BENNETT, R.N.R.

THIS THROUGH MAIL STEAMER FOR
MARSEILLES AND LONDON, Via BOMBAY,

WILL leave Hongkong on MARCH 20th, 1909, staying at Bombay 24 hours only and is due to arrive at:-
MARSEILLES... April 17th.
LONDON... April 24th.

FARES TO LONDON:-
1st Saloon... £71.10 Single. £106.14 Return.
2nd " £48.8 " £72.12

For further Particulars apply to
E. A. HEWETT, Superintendent.

Hongkong, November 25, 1908.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship LIGHTNING, Captain A. E. GAVIN, will be despatched for the above Ports on FRIDAY, the 5th February, at Noon, instead of as previously advertised.
For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd., Agents.
Hongkong, February 2, 1909.



STRAITS, CEYLON AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship DEVANHA, Captain W. HAYWARD, R.N.R., carrying His Majesty's Mail, will be despatched for the above Ports on SATURDAY, the 6th February, 1909, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship MOREA, 11,000 tons, from Colombo, leaving on the 13th inst. The cargo for the above ports is secured by separate bills of lading, and the cargo for the above ports is secured by separate bills of lading, and the cargo for the above ports is secured by separate bills of lading.

For further Particulars, apply to
E. A. HEWETT, Superintendent.
Hongkong, January 25, 1909.

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON & NEW YORK.

(With liberty to call at MALAGAN COAST.)

THE Steamship HEADLEY, will be despatched for the above ports on or about FRIDAY, the 12th February, 1909.
For Freight, apply to
ARNHOLD, KARBURG & CO., Agents.
Hongkong, January 15, 1909.

FOR MARSEILLES, LONDON AND ANTWERP.

Taking Cargo on through Bills of Lading to all ports in the United Kingdom and the Continent.

THE Steamship MONTGOMERYSHIRE, will be despatched as above on or about TUESDAY, the 23rd February.
For Freight, etc., apply to
JARDINE, MATHESON & Co., Ltd., Agents.
Hongkong, January 27, 1909.



STEAM FOR
MILME and TRIESTE Direct, calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEEN, SUZ, AND PORT SAID.

(Taking Cargo at through rates to the BRAZIL, PANAMA, GUAY, RIO DE JANEIRO, SAE, LIVER, YANKEE AND AMERICAN PORTS.)

THE Company's Steamship SILENTIA, Captain R. GAVIN, will be despatched as above on THURSDAY, the 25th February.
For Freight, etc., apply to
KANDLER, WILKES & CO., Agents.
Hongkong, January 25, 1909.

THE Company's Steamship SILENTIA, Captain R. GAVIN, will be despatched as above on THURSDAY, the 25th February.

NOTICES TO CONSIGNEES.

THE OCEAN STEAMSHIP CO., LTD. AND THE CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Notice to Consignees.

CONSIGNEES of Cargo ex THE OCEAN STEAMSHIP and THE CHINA MUTUAL STEAM NAVIGATION COMPANIES' steamers are hereby notified that on and after 1st JANUARY, 1909, all cargo-ex these steamers will be landed into HOLT'S WHARF, KOWLOON, which will be open from that date to receive and store cargo.

For Storage Rates and other particulars apply to
BUTTERFIELD & SWIRE,
Agents:
THE OCEAN STEAMSHIP CO., LTD. THE CHINA MUTUAL STEAM NAV. CO., LTD.
HOLT'S WHARF.
Hongkong, December 14, 1908.

FROM EUROPE.

THE H.A.L. Steamship SAXONIA, Captain BARTON, having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature by the Underwriter and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding their discharge will be landed into the Godowns and for extra heavy Godowns of Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th of inst. will be subject to rent.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 5th of February, at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, February 1, 1909.

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER MORE.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUZ, AND STRAITS.

CONSIGNEES of Cargo by the above-named steamer are hereby notified that their Goods are being landed and placed at their risk in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S Godowns at Kowloon where each Consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 4 p.m. on the day before sailing.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 5th of February, 1909, will be subject to rent.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 5th of February, at 3 p.m.

No Fire Insurance will be effected.

Bills of Lading will be counter-signed by the Underwriter.

NORDEUTSCHER LLOYD, BREMEN.

Hongkong, January 20, 1909.

SOUTH MANCHURIA RAILWAY

SHORTEST AND QUICKEST ROUTE BETWEEN CHINA & EUROPE, via DAIREN (DALNY).

MAIN RAILWAY LINE—Semi-Weekly Express Service from Dairen to Changchun (Kwantung), in connection with Siberian Express trains at Harbin, by a train composed of excellently equipped Sleeping and Dining Cars expressly built for the Company by the Pullman Car Co.

BRANCH RAILWAY LINES: RYONG LIAO—For Ryong (Port Arthur), 2 hours from Dairen. YIMOU LIAO—For Yimou (Newchwang), 2 hours from Tschichien Junction. AERON LIAO—A light railway from Mukden to Antung-Hsien connecting with the Korean Railway.

STEAMSHIP SERVICE—Regular Direct Weekly Service by the Fast Passenger Steamer "KORU MARU" (2,577 tons) sailing from Dairen every Monday and from Shanghai every Friday, in connection with the South Manchurian Express and Trans-Siberian Route (International Train de Luxe).

RAILWAY HOTELS—YAMATO HOTEL (Tel. Add.: "YAMATO"). At DAIREN (Dairen), PORT ARTHUR and CHANGCHUN (Kwantung), all managed by the Company and provided with every convenience, luxury, and comfort.

TICKET AGENTS in the FAR EAST & EUROPE: Messrs. THOS. COOK & CO., and the INTERNATIONAL SLEEPING CAR and EXPRESS TRAVEL CO.

FUSHUN COAL—Fushun Steam Coal is supplied at Dairen, Yingkou, etc. Fresh stock always on hand.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN. Tel. Add.: "MANCHURIA" Codes: A.B.C. for R.O. A.L. and Lumber's. Hongkong, January 1, 1909.

Hotels.

KING'S HOTEL, WEI-HAI-WEI. THIS First-Class Hotel is now under new Management and has recently been thoroughly renovated. It contains spacious reception, bed, and billiard rooms and is well situated on high ground and commands a fine view of the Harbour and surrounding Country, and is fitted throughout with Electric Light. Hot and Cold Water laid on. Terms moderate. For further particulars apply to
DUNCAN CLARK, Manager.
January 14, 1909.

KING EDWARD HOTEL. HIGH-CLASS PRIVATE HOTEL. LADIES' AFTERNOON TEA ROOMS. Private Bar and Billiard Room. Hot and Cold Water throughout. Electrically Lighted. Electric Fans (if required). Electric Passenger Elevator to each Floor. Tables d'Hôte at Separate Tables. Tel. Address: "VICTORIA," Hongkong. For Terms, etc., apply to the
MANAGER.
Hongkong, October 2, 1908.

'BRASSIDE' PRIVATE HOTEL. STANDING in its own grounds with Tennis and Croquet Lawns, Large and Well-Furnished Rooms, Every home comfort. Fine View of the Harbour. Telephone No. 680. Apply to: Miss E. W. WATTS, 'BRASSIDE,' 20, Macdonnell Road. Hongkong, September 2, 1908.

'KINGSOLERE' PRIVATE HOTEL. APPROACHED from Kennedy Road and Macdonnell Road. Tel. No. 134. Tel. Address: "SACHSOLA." A.B.C. Code, 4th Ed. Electric light, hot and cold water throughout. Billiards, tennis, croquet, putting green and fine stabling for horses. Proprietress, Mrs F. SACHSOLA. Hongkong, September 1, 1908.

VICTORIA HOTEL, SHAMKIN, CANTON. Manager, Mr. H. HAYES. Tel. Address: "VICTORIA SHAMKIN." Situated on the British Consession.

MACAO HOTEL, MACAO. Manager, Mr. H. N. BRADSHAW. Tel. Address: "FARMER MACAO." Situated in the Centre of the Praya Grande.

Both Hotels electrically lighted and under experienced European management. GUIDES AND CHAUFFEURS. Every information and special attention to Tourists. Reasonable Rates. Wm. FARMER, Proprietor. Macao, May 15, 1908.

CHIEF WING & Co. 21, 23 and 25, LEE YUEN STREET (WEST) HONGKONG. DEALERS IN ALL SORTS OF COPPER, BRASS, STEEL, IRON WARE, &c. STEEL CORDS AND TIES. CORRUGATED IRON, FIG IRON, &c. Suitable for Sales, Businesses and House Decorations. Telephone No. 769. 1908.

ADVERTISEMENTS. THE Attention of Advertisers is drawn to the Latest Form for inserting Advertisements and Corrections to Advertisements.

Advertisements and Corrections to Advertisements. Advertisements and Corrections to Advertisements. Advertisements and Corrections to Advertisements.

Advertisements and Corrections to Advertisements. Advertisements and Corrections to Advertisements. Advertisements and Corrections to Advertisements.

Advertisements and Corrections to Advertisements. Advertisements and Corrections to Advertisements. Advertisements and Corrections to Advertisements.

Advertisements and Corrections to Advertisements. Advertisements and Corrections to Advertisements. Advertisements and Corrections to Advertisements.

Advertisements and Corrections to Advertisements. Advertisements and Corrections to Advertisements. Advertisements and Corrections to Advertisements.

Advertisements and Corrections to Advertisements. Advertisements and Corrections to Advertisements. Advertisements and Corrections to Advertisements.

Advertisements and Corrections to Advertisements. Advertisements and Corrections to Advertisements. Advertisements and Corrections to Advertisements.

Advertisements and Corrections to Advertisements. Advertisements and Corrections to Advertisements. Advertisements and Corrections to Advertisements.

Advertisements and Corrections to Advertisements. Advertisements and Corrections to Advertisements. Advertisements and Corrections to Advertisements.

Advertisements and Corrections to Advertisements. Advertisements and Corrections to Advertisements. Advertisements and Corrections to Advertisements.

